



MACEWEN, FRICKEL & Co.  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE  
THE FOLLOWING  
STORES.

EX AMERICAN MAIL STEAMER.

Smoked HAMS.  
Golden SYRUP in Gallon Tins.  
Assorted SYRUPS.

CUTTING'S Table FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

CAVIAR.

Potted MEATS.

MACKEREL in 5lb Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BRAWN.

LARGE ASSORTMENT  
of

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING

UTENSILS.

ENAMEL IRONS.

CHARCOAL IRONS.

KEROSINE LAMPS.

NONPAREIL KEROSINE OIL.

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @

\$11 and \$12.

CUP CHAMPAGNE, Pts. & Qts. @ \$12

and \$14.

SACCO'S SHERRY.

SACCO'S INVALID PORT.

ROYAL GLENDRIDGE WHISKY.

JAMSON'S WHISKY.

OLD BOURBON WHISKY.

HENNING'S CHERRY CORDIAL.

ASSORTED Liqueurs.

DRAUGHT, ALE and PORTER.

&c., &c., &c.

THE USUAL ASSORTMENT  
of

OILMAN'S STORES,

at the

Lowest Possible Prices

F.O.R. CASH.

MACEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1208

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL  
AND THEORETICAL AND POPULAR  
ASPECTS,

BY ERNST J. EITTEL, PH.D., TURIN.

THIRD EDITION  
REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1988

NOTICES to Consignees.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND

SINGAPORE.

THE S.S. Bengo, Capt. ALIX WEBSTER,  
HAVING ARRIVED in the above  
Ports, Consignees of Cargo are hereby re-  
quested to SEND IN THEIR BILLS OF LADING  
FOR COUNTERSIGNATURE by the Undersigned,  
and to TAKE IMMEDIATE DELIVERY of the  
Goods from alongside.

The Steamer will berth This Afternoon  
at the KOWLOON PIERS, and any Cargo  
impeding her discharge will be landed into  
Godowns there and stored at Consignee's  
risk and expense.

Optional Cargo will be forwarded on, un-  
less notice to the contrary be given before  
4 p.m. To-day, the 12th Instant.

No Claims will be admitted after  
the Goods have left the Godowns, and all Goods  
remaining after the 19th Instant will be  
subject to rent. All Claims must reach us  
before 4 p.m. of the 22nd Instant, or they  
will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, July 12, 1886. 1346

STEAMSHIP AVA.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,  
Antwerp, Havre, and Bordeaux, ex  
S.S. Mocca in connection with the above  
Steamer, are hereby informed that their  
Goods—with the exception of Opium,  
Treasure and Valuables—are being landed  
and stored at their risk at the Company's  
Godowns, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on, unless  
intimation is received from the Consignee  
before 4 p.m. To-day (Friday), requesting  
it to be landed here.

Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining unclaimed after Friday,  
the 19th July, at Noon, will be  
subject to rent and landing charges per diem.

All Claims must be sent in to me on or  
before Monday, the 19th July, or they  
will not be recognized.

No Fire Insurance has been effected.  
G. M. CHAMPEAUX,  
Agent.

Hongkong, July 9, 1886. 1326

To-day's Advertisements.

FOR SAN FRANCISCO.  
The S.S. L.L. American Ship  
St. Stephen,  
Douglas, Master, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to

RUSSELL & Co.  
Hongkong, July 14, 1886. 1359

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

ABRAH CARVEN, American barque, Capt.  
B. C. Pendleton.—Order.

ANNE H. SMITH, American ship, Capt.  
R. E. Brown.—Arnold, Karberg & Co.

BASH J. HOWEY, American barque, Capt.  
John A. Plum.—Chinoo.

CARLIE HECKEL, American barque, Capt.  
H. P. Prince.—Adamson, Bell & Co.

COLUSA, American barque, Captain L. H.  
Howes.—Arnold, Karberg & Co.

G. C. TOHEY, American barque, Captain  
R. G. Dolano.—Ed. Schellhass & Co.

J. D. PETERS, American ship, Capt. G.  
A. Lane.—Messageries Maritimes.

LEONORA, Austrian-Hungarian ship, Capt.  
G. Moreau.—Messagers & Co.

OASIS, American ship, Captain Dillon.—  
Mellchers & Co.

R. R. THOMAS, American ship, Capt. P.  
B. Nichols.—Adamson, Bell & Co.

SUEZ, British steamer, Captain Doid.—  
Gibb, Livingstone & Co.

WM. LE LACHEUR, British barque, Capt.  
J. H. Veitch.—Arnold, Karberg & Co.

ZOUAVE, American ship, Captain Robert  
G. Lopez.—Order.

SHIPPING.

ARRIVALS.

July 14 1886

Salle, French steamer, 323, Th. Lerédo,  
Hongkong July 11, and Hoilow 13, General  
A. R. Mazy.

Naushan, British steamer, 806, J. Black-  
burn, Bangkok July 5, and Koh Si Chang  
7, General.—Ho Hing-Hong.

Formosa, British steamer, 874, H. Harris,  
Tamsui July 10, Amoy 12, and Swatow  
13, General.—Douglas Steamship Co.

Phu Chon Kiao, British steamer, 1,011,  
Henry Stratton, Hoilow July 13, General  
—Yuen Fat Hoon.

Canton, British steamer, from Whampoa

Peking, British steamer, from Whampoa

DEPARTURES.

July 14.

Bengo, for Yokohama and Kobo.

Stento, for Amoy and Shanghai.

For Whampoa.

Santa Filomena, for Illoilo.

Partridge, for Hoilow and Pakhoi.

Mertonshire, for Singapore.

Gisland, for Whampoa.

Hoilow, for Coast Ports.

Prote, for Bangkok.

CLEARED.

Catalina, for Fowhow.

Crauder, for Haiphong.

Caroline, for Newchwang.

Cardiganshire, for Yokohama.

Vessels Advertised as Loading.

Destination.

Vessel's.

Captain.

Agents.

Date of Leaving.

Amoy and Tamsui.

Havo, &c., via Sue Canal.

Kobo and Yokohama.

London, via Sue Canal.

London, and Ports of Call.

London, via Sue Canal.

London, via Sue Canal.

Manila, via Amoy.

Marselles, Genoa, &c.

Marselles, &c., via Saigon.

New York.

New Zealand Ports, via F'chow.

San Francisco, via Yokohama.

San Francisco, via Yokohama.

Shanghai.

Shanghai, via Amoy.

Singapore, Penang and Calcutta.

Sydney and Melbourne, &c.,

Trieste, &c.

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G. M. CHAMPEAUX,  
Agent.

Hongkong, July 9, 1886. 1326

PASSENGERS  
ARRIVED.

Per Saltee, from Haiphong, Mr Godfrey,  
and 71 Chinese.

Per Nanhai, from Bangkok, 40 Chinese.

Per Formosa, from Coast Ports, 4 European  
and 32 Chinese.

Per Phu Chon Kiao, from Hoilow, Mrs  
McLean, and 32 Chinese.

DEPARTED.

Per Rorilla, from Hongkong : for London,  
Capt. and Mrs. Lyall and child, and  
Mr. J. G. Wingate;

A small volume about Robert Burns is on the eve of publication by Mr. Elliot Stock, which may possibly attract some attention at the coming centenary celebration.

Her Majesty's ironclad *Agamemnon* sailed on June 8, for Suda Bay, Crete, with Prince George of Wales on board. His Royal Highness will join the *Dreadnought* on his arrival at Suda Bay.

A CONTINENTAL critic has been defining the musical characteristics of the peoples of Europe. For Englishman, he says, music is a farce; for the Frenchman a pleasure; for the German, an object of culture; and for the Italian, a necessity.

The Marquis Hachisuka, Japanese Minister in Paris, signed on June 5 at the Swiss Legion the act of adhesion of Japan to the Convention of Geneva for the protection of the wounded in battle. This is another of the steps which are being taken successively by Japan to associate herself with the international proceedings of Europe.

The *Olivera Free Press* states, on the authority of the Master of the Orange Lodge in Eastern Ontario, that 30,000 Martin-Henry rifles, bought in the United States, have been sent to Ulster by Canadian sympathists with the opposition to Home Rule. The arms are packed in small cases, and forwarded to private persons in Ulster by the Allan Line, and all have been already safely landed in Ireland.

A LUXEMPTIAN Strike.—A Paris Correspondent telegraphs:—A profusion of bills was posted up this afternoon in the neighbourhood of the Rue Bonaparte, announcing that a number of juvenile telegraph messengers on strike were going to hold a public meeting on Sunday. The young men, who are between 12 and 16 years of age, have placed themselves under the leadership of an old chum of theirs, named Jashne. Their grievance is the recent reduction from 10 centimes to 7 of the fee they earned for carrying telegrams. The following points will be discussed at the meeting:—1. Strike among us; 2. Partiality in examinations for promotion; 3. Unfair system of compensation for wear of boots; 4. Red tape and despotism. Telegraphic clerks, by whom these small boys complain of being bullied, will be allowed to present their defence at the meeting.

The poor show made by the Parsee team in the cricket-field (says the *Overland Mail*) ought not to discourage them, or to cause their gallant attempt to win some laurels in their native home of cricket to be treated in India with satire. We thought that they would have made a better sight than they have done, but we believe that they will have no cause to regret their journey. They belong to a spirited race, and out of their dozen they may yet extract some useful lessons, which, rightly applied, may be of great service to the world. We may help them on the way to improved play and future triumphs. There was a gallant and dauntless soldier in the ranks of the Parsees, who, though he was not a brilliant commander, though he was not that, we think they will take away with them a sense of much kindness, and memories of a pleasant, if not in all respects satisfactory, venture.

This *Statesman*, referring to a statement of the cut-off of the Mysore mine last month, remarks:—When it is remembered that a yield of but five pennysweights of gold to the ton of ore means a profitable return to the working of the mine, the extraordinary richness of these old Indian mines will be readily understood. It is some years since our own study of the subject led us to the conviction that these Mysore gold fields must be the *Opus* of the Scriptures, from which King Solomon obtained those vast supplies of the metal that have often been regarded as fabulous. We are awaiting with considerable interest, we confess, the development of gold mining operations both in Mysore and Wynaad, for should they finally prove to be productive of the metal on such a scale as present experiments seem to indicate as probable, we shall have to add India to the great gold-producing countries of the world, and with what economic results no one can tell.

The *Overland Mail*, in an editorial note, explains the origin and cause of the Belfast riots very tersely. It says:—

Belfast during the last few days has been a scene of crude and passionless riot. It originated in a dispute between a Protestant labourer and some Catholic workmen at a graving dock; this was followed by a collision between the Orangemen at the shipbuilding works of Meatra Harland and Wolff and the opposing Catholics. But, as tranquillity was being restored, some county police who had been drafted into the town to preserve order, seem to have acted with rather unfortunate roughness towards some Protestant workmen who were leaving their factory. To understand what followed it is necessary to recall two facts. A large proportion of the constabulary force is Roman Catholic, and the Ulster Protestants, rightly or wrongly, have been irritated by the menacing language used by Mr. Morley in the House of Commons. They were therefore in the humour to look with jealousy upon the action of the police who were, on the first sign of an alarm, concentrated on Belfast. If the Orangemen once get the notion into their heads that they are to be coerced it will take a good deal of fighting to suppress them. The incident is profoundly discouraging to any policy which would take the preservation of order in Ireland out of the hands of an Imperial executive.

The *Hongkong News* has this:—The following interesting facts were lately communicated by Capt. Head, of the British ship *Duchess of Argyle*:—When rounding the Horn in January last, in latitude 42° 26' 10" S. & 80° 40' 30" E. W., an immense albatross was noticed following the ship, and feeding upon the refuse thrown overboard. One day it was noticed directly over the poop, I noticed a circular object about the size of a man's hand, hanging by the bird's neck. I immediately gave orders to have the bird caught, if possible. My first mate, Mr. Bain, who is very handy in such matters, procured a small, flat piece of board, on which he fastened a large book, fastened with a piece of pork to this he attached a short fishing line, and let it drift astern. He caught several other albatrosses with this contrivance, but the one I particularly wanted to capture forgot all about this tempting lure. On the third day, however, he was hooked firmly by the tail, and, after a desperate struggle, he landed on board. I then discovered that the object I had seen hanging by the bird's neck was a small pocket compass case, fastened by means of three wires, and a thick copper wire, which had been run through, and the bird had eaten all but a portion. After some trouble, I succeeded in getting the compass case off, and the object was proved intact. Three of the prisoners, the two cases were taken, and the two prisoners were fined \$200 each, with the option of months' hard labour.

33 deg. 6 min. S. 40 deg. 14' W. by Ambrose Cochran, of American ship *Columbus*.

I then procured a plated label off a wine decanter, with my ship's name on it, and got the carpenter to fasten it around the bird's neck, with my name, the date of capture, the altitude, and also the facts of the previous capture by the captain of the *Columbus*, deeply cut into the metal. I then let the albatross go. Before doing so, we measured the wings, and found them to be 12 ft. 2 inches from tip to tip. The bird was greyish white in colour, with a reddish brown head.

To judge from the above, the albatross must be a very long lived bird, as it was probably at least four years old when caught by Captain Cochran, which would make it fifty-one years old when last caught.

#### CROCKET.

HONGKONG C. C. & NAVY.

A match will be played to-morrow (Thursday), Friday and Saturday, commencing at 4.30 each day.

HONGKONG C. C. & NAVY.  
Mr. W. Bruce-Ellobert, Lieut. Robinson.  
Mr. G. S. Cotes, Dalton.  
A. K. Tavers, Hotham.  
G. Grimble, Routh.  
A. Shephard, De Robeck.  
M. D. Graham, Plumbe.  
A. A. Lloyd, Mr. Ellis.  
F. A. Harie, Gilpin Brown.  
A. De C. Scanlan, Wonderlich.  
C. E. Howorth, Whitaker.  
E. Saunders, A. N. Other.

#### ARTFUL SWINDLING.

Two cases were tried in the Police Court yesterday afternoon which illustrate in a striking manner the love of John Chinaman for ways that are dark. The first was a complaint by Chan Kwong, supercargo, against four sharpers for conspiring, along with others not in custody, to cheat the plaintiff out of \$400 rupees. The defendants are followers of the famous Tin Si Kok the principal characteristic of whose labours was the waylaying of Chinaman arriving from foreign ports and the swindling them of all their amassed wealth by artfully playing on their stupidity. The four prisoners who appeared in the Police Court seemed to have learned their master's trade to perfection. Their dupes were decoyed into a house in Insein Row, were hospitably treated, and then there was opened out to them an artful scheme whereby they might, by joining in the game of chance, cheat a wealthy California Chinaman who had just arrived at the house overrunning with gold coins. The ruse succeeded, the game was begun, but instead of the wealthy California losing all his dollars, he quickly swept into his coffers the money of the duped Chinamen, who at last found out that instead of joining in cheating the California, they had been over-reached by him and his confederates in the boarding house. The history of the swindles that came under the notice of the Police is best told in the words of the plaintiff in the first case. He said—I am a supercargo to the master of the Sun Sing ship, Lushun Strand. On the 9th instant, about noon, I met the second of the four defendants on Praya Central. He asked me where I came from. I said from Mauritius. He asked me to go with him to his house to get a letter for a friend of his in Mauritius. I went with him to the top floor of a house in Lower Lusac Row. There I saw the first defendant sitting in a sitting-room. The second defendant gave me tea and sampana. The third defendant came up and spoke to the first defendant telling him that there was a man from California who was very fond of gambling. 'Do you know,' he said, 'how to cheat at raman. If so I will bring him here, and we will get some money out of him by cheating.' The 1st defendant replied, 'I know how to cheat' and showed how it was done. The 3rd defendant said 'that will do' and went away and returned in about ten minutes with the California (the 4th defendant) whom he introduced to the man from California. The first defendant then had a game at raman with this man, the former managing the game. I saw the 4th defendant (the California) loss \$10 in silver to the 1st defendant. The fourth defendant said 'that will do' and went away and returned in about ten minutes with the California (the 4th defendant) whom he introduced to the man from California. The first defendant then had a game at raman with this man, the former managing the game. 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## For Sale.

## FOR SALE.

## CRAIGIEBURN—MOUNT GOUGH.

THIS desirable RESIDENCE is situated on one of the very best positions on the whole hill-side, and there is room for additional building.

The House is very strongly built—partly of concrete blocks, and partly of bricks on granite basement. It contains Seven Rooms, besides Dressing-rooms, Bath-rooms, etc., and Two Drying-rooms. The front Veranda is more than usually spacious, and the House as at present is unoccupied as it might easily be—is suitable for a Summer Club or Hotel. There are Two Lawn Tennis Courts—one in chuanan and one in grass.

Possession may be had by arrangement—and the Furniture if desired may be taken at a valuation. Two-thirds of the Purchase Money may remain on Mortgage at 7%.

For further Particulars, apply to

LANE, CRAWFORD & CO.  
Hongkong, May 18, 1886. 986

NOW READY.

## THE REVENUE OF CHINA.

A SERIES OF ARTICLES  
Reprinted from 'The China Mail.'  
WITH AN APPENDIX.  
THIS PAMPHLET is Now Ready,  
and may be had at the  
OFFICE OF THIS PAPER,  
MESSRS. LANE, CRAWFORD & CO.,  
Messrs. KELLY & WALSH,  
and Mr. W. BREWER.

Price, 50 Cents.

## To Let.

## TO LET.

A FIVE-ROOMED HOUSE at the PEAK,  
Good TENNIS GROUND attached.  
Apply to

DENNYS & MOSSOP.  
Hongkong, January 28, 1886. 102

## TO LET.

ROOMS in 'COLLEGE CHAMBERS,'  
No. 7, 8 and 9, SEYMOUR TERRACE,  
No. 16, HOLLYWOOD ROAD.

Apply to

DAVID SASSOON, SONS & CO.  
Hongkong, July 8, 1886. 632

## TO LET.

THE HOUSE in CASTLE ROAD No. 1,  
Apply to the SPANISH PROCURATION, No.  
14, CAINO ROAD. Terms moderate. Pos-  
session on the first of the month.

Hongkong, February 6, 1886. 255

## TO LET.

NO. 2, DOUGLAS VILLAS. Posses-  
sion from the 1st July next.  
Apply to

DOUGLAS LAPRAIK & CO.  
Hongkong, May 31, 1886. 1064

## INSURANCES.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
OF HIS MAJESTY KING GEORGE THE FIRST,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—

Marine Department.

Policies at current rates, payable either  
in London, or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872. 490

NOW READY.

## THE REVENUE OF CHINA.

A SERIES OF ARTICLES  
Reprinted from 'The China Mail.'

THIS PAMPHLET is Now Ready,  
and may be had at the  
OFFICE OF THIS PAPER,  
MESSRS. LANE, CRAWFORD & CO.,  
Messrs. KELLY & WALSH,  
and Mr. W. BREWER.

Price, 50 Cents.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

## CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
POLICIES against the Risk of FIRE on  
Buildings on Goods stored therein, or  
on Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors for  
consideration.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to

ARNHOLD, KARBERG & CO.,  
Agents, Hongkong & Canton.

Hongkong, July 5, 1886. 1297

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to

ARNHOLD, KARBERG & CO.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

U. S. MAIL LINE.

## SAILING VESSELS.

THE U. S. Mail Steamship CITY OF  
NEW YORK will be despatched for San  
Francisco, via Yokohama, on SATURDAY,  
the 24th July, at 3 p.m., taking Passengers  
and Freight for Japan, the United States,  
and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
American, France, and Germany by all  
trans-Atlantic lines of Steamers.

Through Passage Tickets granted to  
American, France, and Germany by all  
trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the Office until  
5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consignee Invoices to accompany Cargo  
destined to ports beyond San Francisco  
should be sent to the Company's Offices in  
San Francisco, addressed to the Collector of  
Customs of San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 503, Queen's Road Central,  
Hongkong.

C. D. HARMAN,  
Agent.

Hongkong, July 3, 1886. 1286

NOW READY.

THE COMMERCIAL LAW AFFECT-  
ING CHINESE; with special refer-  
ence to PARTNERSHIP REGISTRATION AND  
BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the CHINA MAIL  
Office, and at MESSRS. LANE, CRAWFORD &  
CO.—Price, 75 cents.

WASHING BOOKS.  
(In English and Chinese.)

WASHINGHORN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

Hongkong, July 12, 1886. 1343

CHINA COAST METEOROLOGICAL  
REGISTER.

AT 4 P.M.—JULY 12.

Occidental & Oriental Steam-  
ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA THE OVERLAND RAILWAYS,  
AND ATLANTIC & OTHER CONNECTING  
STEAMERS:

THE Steamship OCZANIC will be  
despatched for San Francisco, via  
Yokohama, on TUESDAY, the 3rd August,  
at 3 p.m.

Connection being made at Yokohama  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be left at  
the Company's Office, until 5 p.m. the  
day previous to sailing.

PASSENGERS.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
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Consignee Invoices to accompany Cargo  
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dressed to the Collector of Customs, San  
Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 503, Queen's Road Central,  
Hongkong.

C. D. HARMAN,  
Agent.

Hongkong, July 13, 1886. 1355

## INSURANCES.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, Agents of the above  
Company, are authorized to Insure  
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1886. 14

## NOTICE.

QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned are prepared to accept  
Bills on First Class Godowns at 5  
per cent, not premium per annum.

NORTON & CO., Agents

Hongkong, May 19, 1886. 936

## Mails.



## Merchant Vessels in Hongkong Harbour.

*Exclusives of late Arrivals and Departures, reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in midway between each shore are marked C, in conjunction with the figure denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office, to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

## Section.

7. From Naval Yard to Blue Buildings

8. From Blue Buildings to East Point.

9. From East Point to Kowloon Wharf.

10. Kowloon Wharf.

11. Jardine's Wharf.

To-morrow.

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM  
WATERS.

## WHAMPOA.

*Vessel's Name. Flag & Rig. Destination.*

Drachenfels Gen. str. Paro Gen. str.

Kleen Dock laid up.

Calcutta, &c. 20th inst.

Bombay, &c. To-morrow.

Shanghai To-morrow.

Kleen Dock To-morrow.

San Francisco 24th inst.

Haiphong To-morrow.

London, &c. To-morrow.

FOOCHOW. In port on July 9, 1886.

MERCHANDISE STEAMERS.

Denbighshire British Fuyew Chinese

Glencoe British London

Montgomeryshire British Opach British

Orkney British Hongkong

Taunadike British Wooseung British

MERCHANT SAILING VESSELS.

Loong Wha Brit. 3rd.

Kong Loo Siam. 3rd.

SHANGHAI. In port on July 7, 1886.

MERCHANDISE STEAMERS.

Angerton British HKong, &c.

Amelia British

Calico Monarch British

Gloster British

Glenfinch British